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Cc: DE JOUVENCEL Fabrice; COZZI Bruno - CGEDD/BEA-TT; DALMAS Gilles; MARTIN Yves; QUEVA Stephen

Betreff: Extension des mesures conservatoires suite au déraillement de Neufchâteau le 22/05/2010 /
Extension of urgent measures following the Neufchateau 22/05/2010 derailment

Chers collègues,

A la fin de semaine dernière, l'EPSF a envoyé le courrier électronique ci-dessous à l'ensemble des entreprises ferroviaires circulant sur le réseau ferré national français et aux détenteurs de wagons qu'il connaît. Je vous adresse ce courrier électronique pour votre information et les mesures que vous pourriez juger utiles. En même temps, nous mettons à jour notre alerte sur le système SIS.

Salutations,

Dear colleagues,

At the end of last week, EPSF sent the following e-mail to all the railway undertakings operating on the French railway network and to the wagon keepers known to EPSF.

I send you this e-mail for your information, so that you can take any measures you may deem necessary.

In the same time, we update our alert on the SIS system.

Best regards,

Madame, Monsieur,

Veuillez prendre connaissance pour application des trois documents joints à cet envoi :

- la demande d'extension des mesures conservatoires adressées aux Entreprises Ferroviaires circulant sur le RFN et aux détenteurs de wagons connus de l'EPSF,
- la liste des essieux, fournie par la Société Valdunes, dont les roues sont à vérifier et à contrôler,
- le rappel des mesures conservatoires décidées le 10/06/2010.

Cette extension des mesures conservatoires à une série d'essieux supplémentaires fait suite à une recommandation du BEA-TT, chargé de l'enquête sur le déraillement de Neufchâteau le 22/05/2010. Veuillez agréer l'expression de mes salutations distinguées.

Dear Sir or Madam,

Please take into account and apply the prescriptions of the three documents in attachment to this e-mail :

- a requirement to extend urgent measures to new series of axles, sent to railway undertakings operating on the French railway network and to the wagon keepers known to EPSF ;

- the list of the axles, given by VALDUNES company, the wheels of which must be verified and controlled ;

- the reminding of the urgent measures decided on 10/06/2010.

This extension of urgent measures to other axles follows a recommendation given by BEA-TT (French NIB), in charge of the investigation of the Neufchateau 22/05/2010 derailment.

Regards,

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Annexe à l'e-mail EPSF de 17/01/2011 - Extension des mesures conservatoires suite Neufchâteau Janvier 2011**Anlage zum Mail der EPSF vom 17.01.2011 – Erweiterung der Maßnahmen im Jänner 2011**

Dear Sir or Madam,

Following the derailment that took place in Neufchateau on 22/05/2010, caused by the breaking of a wheel on a wagon, and following the discovery of cracks on several other wagon wheel webs, EPSF required as urgent measures last June (cf. letter ref. AV-V.EB 2010-06-100 dated 10/06/2010 and e-mail dated 18/06/2010), that magnetoscopic examinations be carried out on the wheels of axles produced by the VALDUNES company, the numbers of which belonged to one of the following series : 541925 to 542124, 543017 to 543426, 553853 to 553867.

These examinations were carried out during the second half of 2010 and led to the detection or to the confirmation of the presence of cracks on 24 wheels. These wheels come from 10 different castings, identified as A0674, A0925, A0927, B7416, B8313, B8337, B8361, B8600, B8922 and B8924.

During the same period dimensional and metallurgical detailed examinations were carried out on several wheels presenting cracks on their web. These examinations have not to this day allowed the identification with certainty of the initial causes of the cracks.

EPSF concurs with the preliminary analysis of the BEA-TT (French NIB) in charge of the investigation on the Neufchateau derailment, and considers that the (still unexplained) presence of cracks on several wagon wheels circulating on the French national railway network constitutes a new and particularly critical phenomenon.

EPSF therefore requires that:

1) railway undertakings operating on the French national railway network:

a) in line with the urgent measures already in place, given the possible presence of cracks, continue to pay special attention to wheel webs when carrying out maintenance inspections, train preparation examinations and in-service inspections of wagons;

b) make the necessary arrangements, notably with the keepers of wagons incorporated in their trains, in order to guarantee the application of the measures defined in EPSF letter ref. AV-V.EB 2010-06-100 dated 10/06/2010 to each wagon comprising an axle the number of which is listed in the attachment to this email;

2) wagon keepers known to EPSF:

a) examine the elements in the attachment to this email, provided by the VALDUNES company to identify axles comprising a wheel originating from the 10 identified castings, and to check its completeness with regard to information in their possession;

b) determine the possible existence of such axles on their wagons and, if this is the case, apply the measures defined in EPSF letter dated 10/06/2010 (immediate transport of the wagon to a maintenance depot for magnetoscopic examination of the wheels);

c) keep EPSF and BEA-TT informed in real time of the progress of these examinations and of their results.

EPSF is informing all the European NSAs of these measures, in order to allow them to take any measures they may deem necessary.